GRUMMAN plane news

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Gavin: May schedule 4-day week this summer in Aerospace

During a service-pin meeting on Wednesday, February 13, at Plant 5, two of the questions asked of Joe Gavin, Board Chairman and President of Grumman Aerospace, concerned inflation and the gas shortage, two areas of great interest to those attending the meeting and undoubtedly to everyone else in Grumman Aerospace. The following is an edited transcript of that interchange.

In reply to a question about continuing inflation and the possibility of a cost-of-living adjustment, Joe Gavin replied:

"This is the nub of today's economic problem. Let's face it head-on. I don't think there's any way that we can bear the inflation that we're in right now.

"We spent about 90 days prior to Christmas examining what could be done within the bounds of the dollars available from the contracts we have, and it was only after looking at a number of alternatives that we came up with a position that we stated to you in the letter I sent out at Christmastime."

(In that letter, Gavin announced various additional benefits being added to the Grumman Aerospace fringe package, including improvements in paid holidays, life insurance, surgical benefits, major medical, etc. Gavin also stated: "Almost all of you received wage raises during 1973 via our Merit Raise Plan, which was managed to provide dollars to help offset inflation as well as reward performance. The 1974 Merit Raise Plan contains the largest raise budget in the history of your company to provide each of you the best possible opportunity for wage improvement in the coming year.")

Various possibilities

"We looked at a combination of merit raises, general raises, and so forth. I'm convinced that when the year is over, the average employee will be ahead with the wage policy we've elected to follow. Everybody in this room is going to take somewhat of a beating from inflation. I don't think there are enough dollars available under any circumstances to allow us to say with a straight face that we can keep pace. Perhaps inflation will slow down . . . but I have no basis for saying that. This is a pessimistic outlook, I know, but I think we're doing the best that we can to help offset it.

"It might make more of a splash to put out a general raise, but, quite frankly, when you distribute dollars on the basis of a general raise, the amount that you can afford would be swallowed up in the current inflation faster than you think. We didn't arrive at the position we took in December without a great deal of study as to where the dollars come from and how we could get the most out of them in getting them to the people who want to use them.

"Nineteen seventy-three was a 'comeback' year for Grumman Aerospace. The record breaking raise budget outlined in the Christmas letter is a direct reflection of this success."

Another question addressed to Joe Gavin concerned the oil crisis and the possibility of Aerospace going on a four-day work week. Gavin replied:

"A very interesting and timely question. We had a meeting yesterday with the various vice presidents of Aerospace to re-examine—I think for the 10th time—what would be the advantages and disadvantages of a four-day week. We are studying right now the possibility of having in force a four-day week between the Fourth of July and Labor Day. There are a lot of advantages to this but there are also some disadvantages.

Some exceptions

"One of the things we're trying to do is to make sure we haven't overlooked any of the disadvantages. In this company of some 23,000 people, not everybody can fit neatly into a four-day week because of the nature of the job, or, for that matter, the nature of the outside world. We'll probably have to keep Receiving open, for example, and have some kind of a day watch on the fifth day to take care of our customers, and so forth.

"It's looking better to us this time than the last time we looked at it, though. First of all, it appears that this summertime work schedule can be looked at as a reasonable trial period where the risks aren't too great and yet the time is long enough to get a pretty good understanding of what's involved. It also provides employees with the option of what they do with their gasoline on the fifth day. I'm sure there will be some disruptions that will come from this that we haven't yet identified. We're making a real effort to understand what's involved before this month is out, however, because if we do elect to proceed in this direction, it's going to take a considerable amount of planning.

"I should also point out that to go into a four-day week during the summer is going to mean that we're going to have to be on schedule with our customer, certainly by May or June. It also suggests that we'll have to have some flexibility in adjusting the number of people who are involved in the four-day week in case something happens which is completely unforeseen. Although you do the best job that you can in foreseeing the problem, I'm sure we'll not think of everything. This is about where it stands . . . it's an intriguing idea, we're trying to make sure we've identified all the pitfalls, and you'll probably hear more about it as we get the details worked out.

(Continued on page 5)

Start F-111A ECM study at Calverton

When an F-111A flew in to Calverton on February 6, it signaled the start of a $2.5 million study contract awarded to Grumman by the Air Force to convert the swing-wing fighter-bomber into an electronics countermeasures aircraft. Under terms of the contract, Grumman will conduct a seven-month study to install the ALQ-99 tactical jamming system—currently in use in the Grumman EA-6B—into the F-111A.

On January 8, the Air Force announced that it had awarded Grumman Aerospace and General Dynamics-Fort Worth design study contracts on the EF-111A—which will be an ECM plane that could give added protection to strike aircraft operating over heavily fortified radar-controlled defensive positions. Grumman and General Dynamics are to work out in specific detail how the structural modification and ECM systems integration would be accomplished.

When the study is concluded, the Aeronautical Systems Division of the Air Force Systems Command will select either Grumman or GD to produce actual hardware —there will be two prototypes — to prove conclusively that the EF-111A is an effective electronic countermeasures system.

EMI investigations

After the plane arrived at Calverton, it was defueled and is now undergoing preparation for installation in the anechoic chamber where engineers will begin EMI investigations. Vice President Bob Miller, director of Electronic Warfare Programs, and Tom Street, program manager, head the design study work which will be performed at Plant 34.

Offering 15 $100 Savings Bonds as top prizes in GAA drive

If you're a bargain hunter, how's your luck been lately? Not too good, you say? Well, starting March 1 there's going to be a real *steal* available to you and you won't even have to get a full tank of gas to go looking for it.

We're talking about a GAA membership ticket that sells for only a buck. And don't laugh until you've thought about it awhile. Remember when you could buy a cup of coffee for only a dime . . . and an evening paper for just a nickel? If you can, you've got a pretty good memory. How about the dime subway ride . . . and the time when the Daily News cost only three cents? Remember those, too, huh? Well, you gotta have a lot of staying power then. How about the last time the price of a GAA ticket went up? Gottcha!

GAA tickets sell for a buck today, the same price they sold for back in 1947 . . . remember '47 . . . that was the year that two future stars—Jackie Robinson and Yogi Berra—played in their first World Series as the Brooklyn Dodgers and New York Yankees clashed in the first of their post-war autumnal battles, and the Grumman Yankees were one of the hottest softball teams in the nation. Now that's what you'd call holding the line on prices. And though Bob Benn and his GAA staff aren't telling how they do it, they've obviously discovered how to stretch a buck a long, long way.

Wide selection

What you can get for that meager sum is pretty much up to you 'cause there's a lot of inter-mural activities available for your selection. Softball, golf, basketball, ping pong, bowling, handball, volleyball — they're part of the GAA sports picture. And should your interests lie in more sedentary pursuits, there are chess, dominoes, contract bridge, and other cerebral activities. The Grumman Athletic Association also sponsors hobby, art, and photography shows, arranges air flights and tours to various parts of the world, and its staff assists other Grummanites set up any activities that aren't already on the schedule.

In addition, GAA helps promote various club functions — a listing is contained on this page—so that people of like interests can get together to exchange views, opinions, experiences, and whatever else may be their fancy. All in all, a pretty comprehensive endeavor.

Just think of it—all that for a buck. Why, that's less than two gallons of gas at current prices.

Mike Cherry, who's conducting the drive for the Athletic Association again this year, reminds all those who purchase membership tickets that none of the monies collected in the campaign goes toward sponsoring so-called varsity sports. Company golf, bowling, softball, tennis, and basketball teams, for example, are supported solely through corporate contributions.

And to make sure they're making an offer it will be hard to refuse, this year GAA is offering 15 top prizes of $100 U.S. Savings Bonds and 50 sets of Grumman glasses as consolation prizes. To be eligible to win one of these 65 awards, all you have to do is purchase one of the $1 GAA membership tickets, write your name, department, and telephone extension on the stub, and hand that portion back to your department administrator so that it can be returned to GAA for the lucky prize drawing on April 5.

Need your support

Remember, the drive starts Friday, March 1, and ends Friday, March 31. *Your support is needed* . . . your participation is welcomed in any of the GAA activities . . . and if you are not approached by someone in your department to purchase a ticket, ask your supervisor for one of the membership cards. If you can't get any action in your home department, call GAA on Ext. 2133 or 2269—they'll be happy to sell you a card personally.

It's practically impossible to keep everybody happy. Bob Benn and his GAA staff know that. But they're working on it, they're working on it.

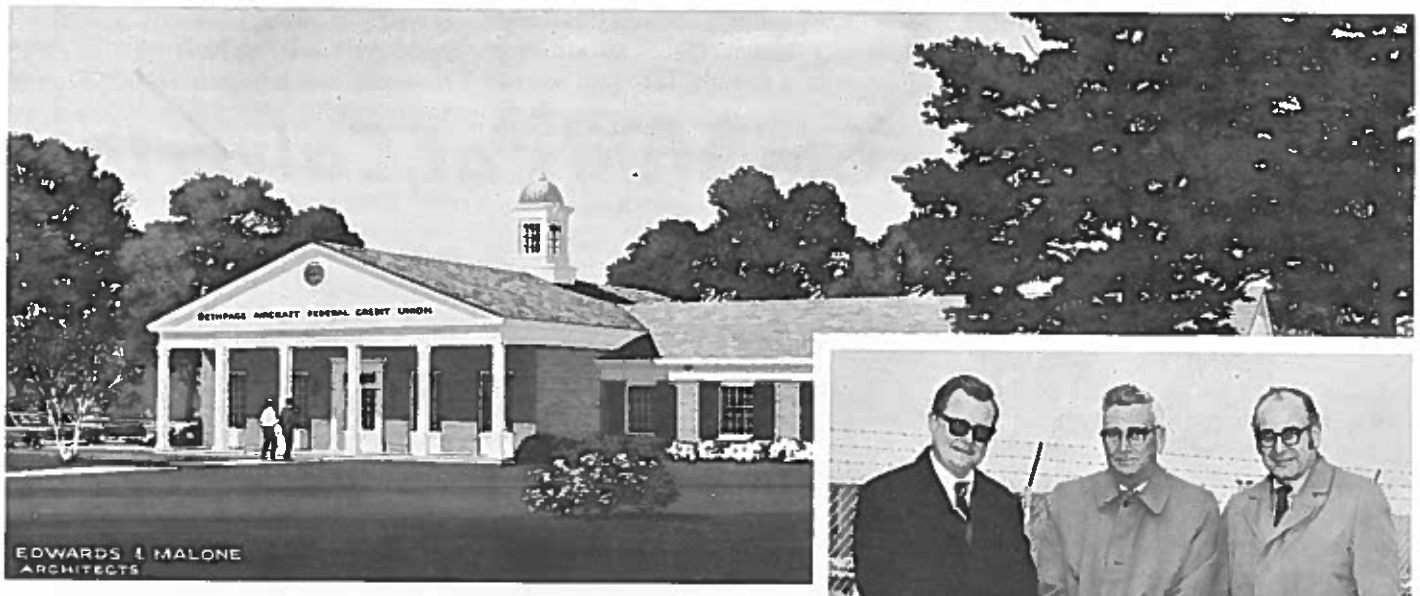
Activities List

Clubs

Club	Contact	Ext.
Campers	Vince Casano	86141
Chess	Alex Ikonnikow	1252
Coin (Calverton)	W. Kondratowicz	642
Coin (Bethpage)	Sam Koeppel	2377
Duplicate Bridge	Milton Magid	1226
Divers (Aquatic)	J. Diperi	86242
Ex-Service Men	Joe Gregg	84873
Fencing	Dave Goodwin	2014
Flying	Dorothy Zotter	86162
Model Railroad	Paul Bell	7701
Old Friends (OFC)	Frank Mistretta	2683
Radio	Emmett Goodman	87125
Rod & Gun	Lou Furino	9081
Ski	Kathy Jacquette	9563
Stamp	Hal Potkewitz	1251
Table Tennis	Frank Malone	7951
Model Airplane (Calverton)	G. Thommen	826

Varsity teams

Rifle	Warren Block	2897
Softball (Men)	Jack Keane	1301
Softball (Women)	Ray Manzo	1722
Soccer	Scotty Mayors	2400
Tennis	Jay Leng	2239



Dig they must. **Clint Towl, Grumman Corporation Board Chairman, is shown taking the first bite out of the foundation that will support the new Credit Union building that is being erected between Plant 35 and the Data Systems Center. With Towl is Joe Milillo (R), president of the CU board of directors, and Tom Gill, chairman of the CU building committee. The Bethpage Aircraft Federal Credit Union serves more than 23,000 Grummanites and their families and has more than $40 million in assets. The colonial brick structure is slated for completion about July 1. (Photo by Marie Trimborn)**

Early golf . . .

All golf nuts—those who have been frustrated by the continuing inclement weather—can take heart! With daylight saving time a continuing part of our lives now, Mike Cherry of GAA says that the inter-mural golf leagues will be starting early in 1974, possibly as soon as the end of March.

Growing service. **Taking the bus to and from work is growing in popularity. Of the several bus routes initiated in recent weeks, some are already over-subscribed. Car pools are also on the increase as Grummanites on Long Island are seeking 'viable alternatives' to standing in those long lines for $3 fill-ups at gas stations. (Photo by Fred Annette)**

More take to buses, car pools to counter gas hikes, queues

If anything is hurting more than your wallets lately, it's probably your time—and you can't even get back the time you've been wasting on long gas lines waiting for a $3 "fill-up."

Many Grummanites have found a way to face these frustrating lines less often—by joining their fellow workers in car pools and on company bus routes. And the number is growing every day. Thinking about joining the crowd yet?

Some people might be a little relectant about traveling by bus, but since the three company bus routes started rolling February 11, the "leave the driving to us" system has a healthy following.

Like any method to beat the gas shortage it has its disadvantages: you have to wake up earlier in the morning, you arrive home a little later, you have trouble traveling between plants (if you have to) during the workday, and you are left out of the many discussions with your co-workers about their battles on the gas lines. "As the price of gasoline keeps rising, there are economic advantages to taking the bus," says Tom Lahey, who is heading the emergency transportation effort, "including vehicle operating costs and insurance costs."

Bob Cappola who rides the Walt Whitman-B e t h p a g e route finds he catches up on his lost hour of sleep on the bus to-and-from work. "You can't be anymore relaxed," he says. Many bus riders enjoy a malicious laugh each morning at people waiting on four-block long lines at filling stations. Joe Lynch of the Huntington route says: "It's become a popular new sport."

"I'm more relaxed at work," says Doris Crabtree, a commuter on the South Shore-Bethpage route, "knowing I don't have to fight the traffic and weather." A Commack to Calverton rider, John Kmioteck decided to give the bus a try along with his carpool buddies. "The half hour of sleep I lose each morning I easily make up on the bus ride."

Okay, perhaps you get bus sick, or the present bus routes aren't going your way, or the time schedules don't coincide with yours. How about joining a car pool? The advantages are numerous: less confrontation with gas lines, less wear and tear on your car, and if you get a flat tire, three other people to help change it.

There are many ways to go about starting or joining a car pool. Tim Higgins and Frank Meyer of P/S Mechanical Design in Plant 2 began traveling together two years ago and now they are scouting around for other riders to join them in the pursuit of companionship and gas stations. "We are having a little trouble finding someone who lives in Lake Grove and who works the same shift," says Higgins. "The Bethpage starting times vary as much as 40 minutes—that's the biggest drawback of having a car pool. Working overtime is a big problem too, but luckily, Frank and I work next to each other and we both usually work overtime the same nights."

"I've always managed to find someone working overtime who will give me a lift home," says Tony Regalmuto of E-2C program in Plant 15. He's been a steady car pooler for the past six years. "I've found lately that everybody is helping each other locate people who live in their home town. Our car pool (with two others in Plant 15) is presently looking for another person or two since one rider was transferred. But one of the first questions we ask a prospective member is what kind of a car he has — if it's a small economy

(Continued on page 8)

Placement shows results

There were nearly 900 people on the move in Grumman Aerospace in 1973, and, according to Charles Fuschillo who heads the Personnel Development section of the Personnel Department, they were all happy about it.

Of the people he's talking about, 627 were transferred and upgraded as a result of responding to Job Opportunity Bulletins posted every week on plant bulletin boards and Employee Services offices on Long Island. An additional 227 within Aerospace received promotions with the assistance of the Supervisory Promotional Opportunity program.

Fuschillo reminds everyone that job and supervisory openings are posted by the Placement office each Monday and are kept open for a period of five days. During that time all who feel they are qualified can make inquiries on the positions. That can be accomplished by dialing Ext. 1523. Fuschillo also says that no "outside" hires are pursued until these various openings are cleared through the Placement office.

So, he suggests checking those JOBs and SPOs each Monday — it may prove a very rewarding way to start the week.

Looking forward to Tomcat flight

"First in war, first in peace . . . " . . . and you can add to that: First in training, first in the F-14—for the son of a Grummanite, that is. Ensign Dale Snodgrass graduated No. 1 in his training squadron at Corpus Christi in December and received orders to VF-124, Tomcat training squadron at Miramar, Calif. Dale who visited Calverton at Christmas time to view the F-14, is shown above chatting with Grumman Aerospace chief test pilot Chuck Sewell (C) and his dad, Reuben Snodgrass of Plant 7, himself a member of the Society of Experimental Test Pilots and former Marine pilot in World War II. Dale is the first son of a Grummanite to get orders to fly the F-14 . . . and he and his father are very happy about that.

A little late but . . . congrats

We've heard of a communication gap, but this is ridiculous. We have to apologize to Marine Chief Warrant Officer-3 John Bardon for being so late in reporting his selection last fall as the winner of the coveted Robert Guy Robinson Award which is bestowed each year to the U.S. Marines top Flight Officer. Bardon's selection was based on his outstanding performance and contributions to the field of Marine Aviation while serving as avionics officer for Fighter Attack Squadron 531, 3rd Marine Aircraft Wing. During fiscal 1973, Bardon flew 283 hours, loggoing nearly 200 carrier landings—including 50 at night—as the backseat man in an F-4.

The Robinson Award, sponsored by Grumman Aerospace, was presented by Lt. General Carson Roberts, USMC (Ret.). Also on hand for the presentation at the Marine Corps Aviation Association's second annual reunion awards banquet on September 29 was Vice President Ross Mickey, a former Marine pilot, who represented Grumman Aerospace.

They keep mail on the move

Did you ever wonder how the interoffice envelope you dropped in the mail bin this morning finds its way to its destination? One thing is certain: enroute, your mail will pass through the hands of one of the young women in the Plant 5 central mail room of Grumman Aerospace—and they do their best to see it gets to where it's going . . . fast.

All correspondence—interplant and U. S. mail—is funneled through the Grumman "post office." Four times a day, an average of 50 interplant mail bags from all over the Bethpage complex are hauled into the mail room. There are also daily deliveries from the Calverton, Wyandanch, Woodbury and Garden City plants in addition to runs to-and-from all offsite bases and other Grumman companies. But that's not all. Each day Grumman Transportation picks up three shipments of incoming mail and drops off five shipments of outgoing mail at the U. S. post office in Bethpage.

On an average workday, about 200 interplant mail bags and 75 U. S. mail bags are dumped out and re-bagged to the various plant destinations. That's a lot of mail.

On the Grumman mail circuit, it really doesn't matter if you have fantastic eyesight, quick hands, and a degree in handwriting deciphering—though it wouldn't hurt. What really moves those mail bags out to the plants on time day after day is teamwork.

Every girl is responsible for a different section of the "mini-post office" each week. But when that first canvas mail bag slides across the floor, all the young ladies go to where the action is until her own area gets a delivery. In a short time, those who are free give a hand in other areas. Call it mutual assistance. Anyway you look at it—the mail goes out on time day after day.

See a better way

Thousands of pieces of correspondence are dispatched from the mail room daily. Along a 20-foot wall full of tiny compartments, the mail is sorted out for Plant 5 distribution. Four times a day, between each deluge of mail, the girls take turns journeying into the vast maze of corridors in Plant 5 delivering mail to Aerospace corporate offices and department mail bins.

Most of the heavy action takes place in the center of the mail room where all the incoming U. S. mail and interplant mail is sorted for dispatch to the various plants. In the far corner, all outgoing U. S. mail is processed for Grumman Corporation, Grumman Aerospace, Ecosystems, and all the other subsidiaries located in Bethpage. Every service offered at a U. S. post office—except money orders—is available in Plant 5, including processing of overseas correspondence, registered mail, small parcels, and film.

The young women take pride in getting out the mail as quickly and efficiently as they do. But they see a better way — an even faster and more efficient way —to keep the mail moving.

"The U. S. Post Office is always urging everyone to use Zip codes," they say. "We have a similar problem at Grumman. Many people have a shaky hand when they address the interplant envelope, or they forget to write the full address—which includes department and plant numbers. And in a few cases no address at all, including the name!" Besides slowing up the mail system, since the girls have to individually look up the unknown party between deliveries, it can also have an impact on people's jobs if they don't receive a memo on time.

"We realize that many people are re-located in the company every week, but instead of their mail following them around from their first assignment, to their second and to their third, it would be much easier and quicker for them to give us a call and tell us where they are presently located."

These young women insist that mail will go through—rain or shine—but how fast depends on every one of us.

Photos by Bob Settles

Name five to new posts

There have been several appointments among the Grumman family of firms in recent weeks, among them, the naming of Ed Jacobs as director, Corporate Insurance for Grumman Corporation.

In the announcement signed by Jack Bierwirth, President of Grumman Corporation, it said that Jacobs is "responsible for the procurement and administration of all insurance coverage required by the Corporation and all of its subsidiaries, including: employee group insurance; insurance to protect the assets of the companies; and liability insurance. In addition," the announcement continued, " . . . Jacobs will coordinate and provide guidance as appropriate to subsidiaries in the handling of their employee insurance claims."

Jacobs reports to Vice President Bob Freese, Treasurer of Grumman Corporation.

In Grumman Ecosystems, Dick Hutchings has been named director of European Programs, responsible for Commercial Telemetry Products activities in Europe. George Vallely is director, UTTAS Program, said the notice signed by Vice President Walter Wood of Data Systems.

Grumman Aerospace named a new deputy director of Product Support. Anthony Italiano was appointed to that post, reporting to Harry Kline, director of Product Support. And Norm Gandia, named manager of Public Affairs for Grumman Aerospace by Senior Vice President Corky Meyer, "functions within the Customer Requirements Department and is responsible for the planning, budgeting, creating, reviewing and approving, in consonance with Aerospace goals and Grumman Corporation policies, all Grumman Aerospace promotional activities.

C-2 propeller 'transplant.' C-2 project pilot Walter Berndt (C) points out the features of the new fiberglass propellor to Lt. Cdr. Michael Ungerman (R), E-2/C-2 program manager for NAVPRO, and Grumman C-2 program manager, Dean Cassell (L). The new fiberglass propeller, produced by Hamilton Standard, is being flight tested on the C-2 Greyhound. Upon successful completion of the tests, says Cassell, the U. S. Navy will signal the go ahead to retrofit the new fiberglass propellers on all Fleet C-2s and E-2s. (Photo by Fred Annette)

Easy eye check for kids

Hundreds of thousands of preschool-age children across the country have played a new game with their parents — a game that checks for vision problems and often proves a sight-saver, says the National Association for the Prevention of Blindness. The "Pointing E" game is helping to locate that one child in every 20 who has a vision defect. It is well established that early detection of vision troubles is important, that defective vision can impede development and learning. And early detection *can* mean success or failure in treatment of certain conditions, such as amblyopia, better known as "lazy eye."

Though the numbers of children screened for vision defects with the Home Eye Test are immeasurably rewarding—there are *12 million* in the target group, children three to six years of age—the association wants to make sure the "Pointing E" game doesn't become a passing fad. They need help to keep the game "popular," and continuing.

The Home Eye Test was developed by the National Society in 1972 upon recommendation of its Committee on Eye Health of Children, and after extensive pilot testing to determine its accuracy as compared to vision screenings conducted by trained personnel. It's available free as a public service of the *Reader's Digest*.

The Home Eye Test, based on a scaled-down version of the standard Snellen E Chart, is scored on pass/fail system. Simple instructions prepare the parent to train the child to take the test, to give the test and interpret test results. Should the child fail, the parent is advised to take him or her for a professional eye examination.

"It must be emphasized," cautions Virginia S. Boyce, executive director of the National Society, "that any vision screening only indicates that a child *may* have a visual defect; and only limited visual skills are tested. This is true for organized programs with trained screeners and will be true with the Home Eye Test."

The Home Eye Test is available free of charge, singly or in bulk quantities. Write: NSPB Home Eye Test, 79 Madison Avenue, New York, New York 10016.

Apollo history

For those who are space inclined . . . NASA has put out two volumes on the Apollo Spacecraft and the Lunar Module. The chronology provides specific documented information covering a wide range of happenings in the space program both directly and indirectly.

Both volumes are published by the Superintendent of Documents. Volume One, *The Apollo Spacecraft, a Chronology* is priced at $2.50 and Volume Two, *The Lunar Module* is $3.50.

plane
GRUMMAN
news

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Gavin: Studying summer schedule

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"From my point of view, it represents something of a gamble. I don't think that any company of this size has gone on a four-day work week. I certainly would not be willing to contemplate doing it for a longer period of time (than summer), certainly initially.

"I think everybody would have to understand this as a type of experiment and I think everybody would have to understand that *when September comes, it gets turned off*. That may sound silly to say, but once you get something going that feels pretty good —if it *does* feel pretty good—it could be a little bit of a jolt to have to turn back to the old schedule, even though everybody announced beforehand that that was what is going to happen.

"So, these are my views on a four-day work schedule at this point. Personally, I hope it works out, but, right today, we don't have enough facts on hand to make it a commitment."

(Plane News would like to emphasize that these comments of Joe Gavin apply only to those people who work in Grumman Aerospace and not to any other persons who may work in any of the other Grumman family of firms.)

Strauss, Steele to talk on F-14

Lt. Kurt Strauss, F-14A weapon-system training and electronic-warfare officer for VF-1 at NAS Miramar, Calif., and Grumman Aerospace Engineering manager Bob Steele will be guest speakers at the February meeting of the L. I. chapter of the Aerospace and Electronic Systems Society. Lieutenant Strauss, who logged 150 combat missions in Vietnam as a back-seat man in the F-4, has been assigned to the Grumman Tomcat since 1969 and flew as weapons systems officer in the Navy F-14A that stole the show at the Paris air exhibit last year.

The discussion will include aerodynamics, weapons, and avionics capabilities of the Tomcat. The meeting—guests are invited to the non-classified discussion—will be held at the Polytechnic Institute of N.Y. graduate center, located on Rt. 110, Farmingdale, starting at 8 p.m. Further information may be obtained from Tri Prasinos, Ext. 7911.

L. Pastore | M. Stanco Jr. | C. J. Murphy | C. R. Conners | R. H. Fowler | H. P. Michaels | J. T. Stewart | B. G. Lindgren | H. Martinsen

R. S. Moore | A. A. Goshefski | H. J. Piasta | D. D. Boyce | R. Lapenski | E. W. Kane | R. Badstuebner | R. C. Noe | M. E. Gack

service milestones

35

Charles Braun, Prod. Ctl.-Part Ctl. (2)

30

George H. Young, Router/Shear (2)
Raymond J. Schultz, Press (2)
Thomas F. Tabosky, Small Parts Fab. (2)
Edward Bohm, GSE Mechanical (2)
John P. Bartsch, Controls (2)
Kenneth Combes, Controls (2)
Stanley L. Drasba, Steel Parts Assy. (2)
William E. Tydeman, Methods Engg. (2)
Harry White, Honeycomb Final (3)
Ernest C. Fargo, Prod. Ctl.-Parts Ctl. (4)
John P. Hermges, Static Test (5)
Fred C. Rowley, Oper. Quality Mgmt. (5)
Liberato L. Iannarone, Ship/Spares (17)
Douglas Rasmussen, Matl. Control (17)
William M. Rennie, Ppo-A6/Misc. (25)
Roland V. Phillips, Structural Design (25)
Adam Kunz, Prog. Plan Control (25)
Carmen A. De Simone, Sub-Assy. (27)
Robert W. Winder, Section Admin. (35)

25

Louis Pastore, Sub-Assy. (1)
Michael Stanco Jr., Sub-Assy. (1)
Charles J. Murphy, Final Assembly (1)
Charles R. Conners, Flying Qualities (1)
Robert H. Fowler, Small Parts Fab. (2)
Rocco Truglia, GSE Mechanical (2)
Michael Ranaldo, GSE Mechanical (2)
Herman P. Michaels, Controls (2)
Joseph T. Stewart, Steel Parts Assy. (2)
Paul A. Riedener, Prod. Ctl.-Parts Ctl (2)
Bertil G. Lindgren, Mfg. Ops. Admin. (2)
Harold Martinsen, Jigs Details/Sub Assy. (2)
Robert S. Moore, Safety (2)
Andrew A. Goshefski, Small Parts Fab. (3)
Henry J. Piasta, Wing Final (3)
David D. Boyce, Honey Comb Prefit. (3)
Raymond Lapenski, Methods Engg. (3)
Edward W. Kane, Plant Stores (3)
Rose Badstuebner, Food Services (3)
Robert C. Noe, Vehicle Prod. Engg. (3)
Martin E. Gack, Out-of-Prod. Spares (4)
George W. Brown, Mech. Struct./Proto (5)
Harold R. Mrazek, Office Mgmt . (5)
Arnold B. Whitaker, Sys. Tech. Mgmt./ Staff (5)
Otto A. Christen, Elec. Install. (6)
William J. Schieren, Structures (6)
Gregory Stilwagen, Inventory Control (6)
Joseph F. Heavey, Instrum. Sys. Des. (6)
John L. Froland, Mfg. Insp. Mech. (7)
Anthony R. Cicale, Lab Mgmt. Tech (15)
John Zarodkiewicz, P/S Porv. Requirements (15)
William R. Klatt, Tech. Directives (15)
Robert Gedney, Electro-Mech. Des. Proced. (25)
Joseph L. Alsheimer, Plexiglass (27)
George W. Yarrington, Fiberglass (27)
Raymond M. Bohanon, Inventory Control (27)
Bradis Watts, Plant Stores (27)
Richard A. Anderson, Tool Maint./Repair (27)
MaryZolkoski, Medical (28)
Gerald R. Altmann, Requirements Planning (30)
Cosmo D. Strigaro, Requirements Planning (30)
Perry L. Gardner, Pt/Proj. Eng.-Pro.-Plng. Ops. (30)
Robert A. Locke, Structural Design (35)
George B. Duncan, Router/Shear (37)
Harry A. Pascale, Finance/Admin. (77)
Terrence J. Newitt, P/S A/C Sys. Serv. (80)

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Fred W. Itjen, Maint. Rearrangement (1)
Kenneth R. Doe, Drafting (1)
William J. Murphy Jr., Release/Control (1)

G. W. Brown | A. B. Whitaker | O. A. Christen | W. J. Schieren | G. Stilwagen | J. F. Heavey | J. L. Froland | A. R. Cicale | J. Zarodkiewicz

W. R. Klatt | R. Gedney | J. L. Alsheimer | G. W. Yarrington | R. M. Bohanon | B. Watts | R. Anderson | M. Zolkoski | G. R. Altmann

Louis J. Lovisek, Prog. Engg. Managers (1)
Bernard J. St. John, Program Mgmt.-F-14A (1)
John H. Harrison, Methods Engg. (2)
Joseph J. Beck Jr., Special Tools/Methods (2)
Louis H. Shellard, Maint. Admin. (2)
Jasper E. Messina, Mach. Oper.-Tech. Serv. (3)
Sol Schneider, Assy. Tool/Hand. Equip. (3)
Regina A. McKenna, Secretarial Serv. Staff (5)
Bernard L. Brooks, Estimating/Pricing (5)
Frank P. Lagonigro, Configuration/Data Mgmt. (5)
Frederick O. Brodman, Plant Protection (6)
Robert E. Watkins, Mat'l/Logistic Mgmt./ Staff (6)
John A. Macknight, Mass Prop. Anal. (7)
John A. Neyssen Jr., Flight Avionics (7)
Walter F. Rothamel, Requirements/Scheduling (7)
Seldon Elliott, Flight Sciences (7)
James P. Casey, Simulation (14)
George E. Landin, Equipment Lines (15)
Dorothy M. Gamerale, Repro. Servs. (25)
Ingolf H. Henriksen, Proj. Engg. Veh.-Tech. (25)
Otto F. Mayer, Prog. Mgmt Space (25)
Peter F. Zaccardo, Vehicle Prod. Engg. (27)
Joseph Russak, Repair Control (30)
Aloysius J. Bischof, Inspec/Q.C. (77)
Robert D. Panza, Mech. Sys. Staff (87)
Alphonse R. Dzienius, P/S Electro Mech. Des. Engg. (2)
John W. Galaway Jr., Maint. Facl. Equip./ Gen. (2)
Dorothy Ruland, Telephone Services (2)
William F. Higgins, Insp.Tooling (2)
Stanley G. Spero, Conventional Machines (3)
Walter W. Blenner, Final Assy. (3)
Richard Rant, Maint. Waste Dispos./ Ground (3)
Raymond F. Newcomb, Insp.Mechanical (3)
Robert V. Walsh, Insp./Mechanical (3)
Leo J. Rogers, Q. C. Laboratory (3)
Frederick J. DeWitt, Supp. Equip. Prod. (5)
Walter F. Hilbert, Environ. Control Des. (5)
Vincent A. Padovand, Prod./Tech. Devel. MGMT/Staff (5)
Beatrice E. Winkler, Ops. Anal./Ping. Research (5)
Vahe Jordon, Ops. Anal./Ping. Research (5)
Raymond J. Munz, Advanced A/C Sys. (5)
Arthur E. Johnson Jr., Insp./Mechanical (5)
Richard P. Wellenberger, Instr. Test (6)
George A. Graefe, Instr. Test (6)
Allan L. Rysanek, Instr. Planning/Control (6)
William Page, Plant Protection (6)
Donald R. Sohl, Guid./Cont. Sys. Inte. (7)
Emil R. Hlavac, Production Mgmt/Staff (7)
Raymond G. Makowski, Vehicle Production Supp. (7)

C. D. Strigaro R. A. Locke G. B. Duncan

H. A. Pascale J. J. Wood

John O'Brien, Vice President - GAC
Robert J. Farren, Grumman Corp.
Florence Wimpfheimer, Grumman Data Sys.

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Mario F. Errante, Environ. Control Des. (1)
George H. Hilton, Metal/Welding Engg. (1)
Peter G. Belies, Maint. Des. (1)
Dennis G. Hansen, Mass Prop. Anal. (1)
Robert F. Bohlander, Program Mgmt-F-14A (1)
Frank A. Petta, Configuration/Data Mgmt. (1)
John A. Malenchek, Jigs/Fixtures (2)
Gerardo L. Ottaiano, Jigs Details/Sub Assy (2)
Charles J. Kanige, Administration (7)
August H. Bohn, Structural Sciences (7)
Paul G. Schnabel, Flight Data (7)
Dominic F. Carroll, Flight Avionics (8)
Joseph S. Stevenson, Plastic/Plaster Tooling (11)
Axel R. Nordstrom, Maint. Rearrangement (12)
Herman J. Hessel, Maint./Rearrangement (12)
Wilfred Reynolds, Maint-Facl. Equip./Gen. (12)
Edward H. Leszak, Adv. Matl./Process Dev. (12)
Vincent S. Falcone, Power Generate/Conver. (14)
Harry H. Weir, PPO-E-2 (15)
John W. Walsh, P/S Systems Analysis (15)
Vincent J. Crafa Jr., Air Breathing Prop. (15)
Peter J. Sanicola, Rocket Propulsion (15)
James H. Swindells, Technical Estimating (15)
Edward J. Gray, P/S Technical Writing (15)
George H. Pieper, Contracts A/C (15)
Jerome B. Look, B/P Warehouse (17)
George C. Falter, Trans.-Operation (20)
Daniel Zawyrucha, Receiving Insp-General (24)
Edward M. Finkelman, Systems Design (25)
Joseph M. Le Strange, Systems Design (25)
Michael Proise, Stab./Cont. Sys. Des./Anal (25)
George A. Zetkov, Stab./Cont. Sys. Des/ Anal (25)
John L. Warren, Weight Optim./Tech. Devel. (25)
Francis E. Butler, Displays Instr./Light (25)
Erick Stern, Advance Space Systems (25)
Arthur Schukal, Q.C. Prog. Mgmt. Space (25)
Martin L. Rossi, Nuclear/Astrophysics (26)
Albert E. Witzig, Plexiglass (27)
Alexander McAslan, Plexiglass (27)
James B. Lemyre, Procurement Service (30)
Vincent Gonzalez, Eqp. Eng.-Prog/Serv. Engg. (30)
John T. Utz, P/S Site Supply (34)
Robert J. Del Vecchio, Life Services (34)
George F. Foray, P/S Technical Writing (34)
Deane F. Flader, Power Plant Des. (35)
Robert Botwin, Rocket Propulsion (35)
Ronald E. Boyland, Fluid Mechanics (35)
Frances T. Lyons, Proj. Secretarial Ser. (35)
Walter K. Muench, Dod. A/C-Prog. Staff (35)
William T. Dwyer, Upholstery (36)
Irwin Palmer, Program Mgmt. Marine (36)
Sam Piazzola, Paymaster (40)
Williamh M. Mang, Prod. Mgmt. Ops/Staff (77)
Joseph Gillman Jr., Sub Assy (77)
Elmer A. Sulander, P/S Systems Anal. (80)
Joseph C. McArdle, P/S A/C Sys-Serv. (80)
Robert A. Stewart, GSFC-Mission Operations (84)
Bernard C. Capone, Power Plant Des. (85)
Alan C. Stewart, Engineering (88)
David Komives, Grumman Ecosystems
Bernard Mulnard, Grumman Ecosystems
Peter B. Oram, Vice President-Grumman International

Offering wider range of gifts for suggestion award winners

The Employee Suggestion Office of Grumman Aerospace has widened the concept of the Project Sterling Award System. Under the expanded system, employees receiving awards ranging from $3 to $35 are paid in three-dollar award certificates; greater awards are paid in U.S. Savings Bonds.

There have been several suggestions made to the E.S.O. office to offer a wider variety of merchandise that can be purchased with the $3 award certificates, so Gus D'Errico has come up with several new measures to offer the holders of these certificates.

- All recreation and sporting event tickets on sale for cash at the Employee Services Offices can be purchased with the certificates.
- All Grumman canoes offered for cash sale at Plant 2 can also be purchased with the certificates.
- U.S. General Supply Corporation located in Mid-Island Shopping Plaza will now accept the award certificates for mail order sales and in-person for the purchase of tools, hardware and other items.

"For the suggesters of Stuart, Fla., Glen Arm, Maryland, Sterling, Va., Pt. Mugu, California, and the Calverton plants the mail order arrangement should be especially attractive," says D'Errico.

- Mr. Jay Discount House will also redeem the Project Sterling award certificates; small or large appliances can be purchased with them.
- Special award certificates which are stamped "Flight Safety" and are awarded for suggestions to enhance flight safety may be accumulated to earn flight jackets (12 certificates) or redeemed for merchandise listed above.

The Industrial Safety office will continue to accept award certificates in payment for safety glasses and other safety equipment.

There are two important things to remember:

- The certificates redeemed for merchandise at U.S. General or Mr. Jay must be endorsed with the individual's signature and the permanent number.
- Certificates are not redeemable for cash in whole or in part.

For more information contact the Motivational Program Office, Ext. 87311 or the E.S.O. office, Ext. 3391.

Only the beginning

The Grumman Explorer Science Post has its first two Eagle scouts. Dennis Woodworth of Bethpage, who is specializing in ecological water purification applications, and Gerald Wright of Mineola, who is concerned with electronic projects, earned the top scouting award recently. The Grumman post will feature these and other projects at the Nassau County Boy Scout Cavalcade scheduled for Roosevelt Raceway, May 3-5.

OBITUARIES

JOHN T. MADDEN of Pricing and Resources, Plant 30, died January 22 at the age of 61. He had been with the company eight years and lived at 26 Scott Drive, Huntington Station.

ANDREW G. BRAND of Simulation, Plant 7, died January 22 at the age of 41. He had been with the company since 1965 and lived at 22 Evy Court, Sayville.

WILLIAM H. DEGNAN of Small Parts, Plant 2, died January 31 at the age of 56. He had been with Grumman since 1956 and lived at 29 Clinton Ave., Bay Shore.

GEORGE E. KRAUSE of Measurement Standards, Plant 12, died February 2 at the age of 64. He had been with Grumman since 1967 and lived at 3229 190 Street, Flushing.

WILLIAM G. KENNY, JR. of Finance Administration, Plant 77, died February 3 at the age of 41. He had been with Grumman since 1951 and lived at 4 Green Pine Circle, Stuart, Florida.

HARRY J. CHAPMAN of Transportation, Plant 20, died February 5 at the age of 54. He had been with Grumman since 1951 and lived at 2 Second Street, Greenvale.

JULIUS CISEK of Shipment and Spares, Plant 17, died February 11 at the age of 50. He had been with Grumman Aerospace since 1964 and lived at 137 Goldenrod St., Franklin Square.

JOHN W. PFISTERER of Manufacturing Inspection, Plant 6, died February 11 at the age of 47. He had been with the company since 1972 and lived at 137 Weaver Road, West Sayville.

Guide dog assists Gene Alonge explore his sightless world

Every morning, a short wiry man and a dog report to work at the Small Parts Department in Plant 2. The man gently lifts small steel parts, assembles screws into the parts and carefully puts these steel parts on a rotary clearing press. The dog settles on a piece of cardboard beside him and does not move until the man breaks for lunch.

The man, Gene Alonge, is sightless. The dog is Deena, his guide dog. Since last July, Gene has worked as a press operator at Grumman Aerospace. His wife Lenora also works at Grumman.

IT ALL STARTED EIGHT YEARS AGO . . .

Because of diabetes, Gene began losing his sight, "I had been having trouble with my eyes for a period of time and I knew that I would lose my sight someday. When I did lose my eyesight, however, I became bitter . . . all I could say was, 'Why me?' It is hard to adjust to the complete change. It took time and a lot of help from my family."

Before Gene became sightless he worked at several jobs. "I was a butcher for a few years, later I became an inspector in a drill company. Just before losing my sight I was an inventory control clerk. I went through a period of getting to know life all over again . . . I began to explore my sightless world. Now I'm not bothered by my blindness. Although some people don't like to be called blind, it doesn't bother me."

Upon meeting Gene, one finds a witty, active man who seems not bothered by his blindness. "I removed a room in my house," he said with a laugh. "There was a wall separating the dining room and kitchen so I removed the wall. My wife was my eyes and helped me with the electrical fixtures. I was very proud of myself afterwards."

Gene has another pair of eyes that follows him everywhere he goes. Those eyes belong to his guide dog Deena. "Deena has been with me for 4½ years. She's a Bouvier D'flanders. She has saved my life several times. One time Deena and I were walking and all of a sudden she came to a complete stop. She did not move until someone came along to guide us. Later I learned that there was a large hole from the shoulder of the road to the middle. On one side of the hole were branches of trees and on the other side heavy traffic."

Deena is a large, long-haired dog who seems content to lie in her special place every day and wait for Gene to give the command. Around Plant 2 the appearance of the big burly dog has become familiar to the workers there.

Gene is known by his co-workers as a hard worker. "I love working," said Gene. "The kind of work that I'm doing requires a lot of manual dexterity and I don't think you need much sight for that. All the materials are laid out in a special order for me to reach."

Gene finds that each day he learns something different. "Since I once had sight it is easy for me to picture things around me. I can appreciate them more now," he says as he pats Deena. "I am happy; I still can breathe. What more can I ask for?"

They're inseparable. Gene Alonge and his guide dog, Deena, are inseparable during their eight-hour stay at Plant 2 each day. (Photo by Bob Settles)

An apology

In the January anniversary listings, we regretfully overlooked William Schick. Bill has been a Grummanite for the past 40 years and is presently working on the production management staff in Plant 7.

We're a little late, but here's a happy 40th anniversary greeting, Bill.

Spencer honored by Ohio AFA

Chuck Spencer was honored by the Wright Memorial chapter of the Air Force Association two weeks ago for "distinguished service" but he wasn't there to receive the award—he was stuck up in New York with a lot of other people in a surprise 10-inch snowfall that hit the Long Island area. Spencer, who is a research and development specialist at the Grumman Dayton office, serves as secretary for both the Wright Memorial and the Ohio state AFA. Although Spencer couldn't be present, Gerry Kaufhold, who heads the Dayton operation, accepted the award for him at a dinner meeting attended by Congressman Clarence J. Brown of Greene County.

More on buses, carpools

(Continued from page 3)

car, we couldn't possibly drive with four or five people each day from Bayport."

While many are asking around, a few people are finding out that Employee Services offices can be quite a matchmaker with its carpool listings. Frank Wolff of Structural Design in Plant 1 was looking through the ESO file recently and to his amazement found that a neighbor down the block from him had been transferred from Plant 34 to Plant 2, and starting the following Monday shared the driving.

The main problem, aside from different starting times and overtime, is "How do you travel around the plants during the day without a car?" There are many alternatives: you could hitch a ride over to a meeting with a fellow worker, you could jog over, or borrow your children's b i c y c l e s . Seriously though, the company is presently looking into re-establishing the interplant bus system as a means of getting around, says Lahey.

The amount of people pooling together is growing every week. At present, 15 percent—that's around 2,000 cars—of the vehicles passing through the Bethpage gates each day have two or more persons in them. And at Calverton, the number of passenger-filled cars has jumped from 20 percent two weeks ago to 26 percent last week. On the bus circuit, so many people requested rides on the Smithhaven-Bethpage route that an express bus was started in addition to the regular north shore route which stops at White-Modell in Commack and Walt Whitman mall in Huntington. The Calverton route has also been expanded to include service from Bethpage to Calverton each morning. A brand new route — to begin February 25—is the Smithtown - Huntington - Syosset - Garden City circuit traveling along Route 25. Schenck Tours, Inc., of Floral Park and Intercounty Coach of Babylon are supplying service to meet the demands of Grumman riders. According to Lahey, all these bus services will continue only if buses are fully subscribed. W e e k l y commutation tickets are available at all ESO offices.

Per chance, you are waiting on line for gasoline as your read this article. Interested in joining the crowd, yet?

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